

MEETING MINUTES

TOWNSHIP OF OCEAN REDEVELOPMENT COMMITTEE

MARCH 30, 2017

5:00 PM

1. CALL TO ORDER

- ROLL CALL

Ben LoParo Absent Dan Collamer X Tina Wetter X

FLAG SALUTE

OPEN PUBLIC MEETING ACT – PURSUANT TO THE PROVISIONS OF THE NEW JERSEY OPEN PUBLIC MEETING ACT, ADEQUATE NOTICE OF THIS MEETING WAS PROPERLY PROVIDED BY SENDING COPIES OF THE NOTICE OF MEETING TO TWO NEWSPAPERS, THE ASBURY PARK PRESS AND THE PRESS OF ATLANTIC CITY. THE NOTICE WAS POSTED AT THE OFFICE OF THE TOWNSHIP CLERK AND ON THE BULLETIN BOARD OF THE ADMINISTRATION BUILDING.

MEETING MINUTES

Motion to approve Meeting Minutes of March 9, 2017 was moved by Deputy Mayor Collamer, seconded by Mayor Wetter.

Roll Call: Collamer: Yes, Wetter: Yes

REGULAR MEETING

NEW BUSINESS

- Waretown Family Apartments – Walter’s Group
Block 41, Lot 42.01

Damien Del Duca, Attorney for Waretown Family Apartments introduced Joe and Jack Del Duca with the Walters Group, the applicant’s Engineer, Ed Speitel and the applicant’s architect, Jim Haley.

Mr. Del Duca discussed an aerial photograph marked A-1. The photograph shows the site on the southbound side of Route 9 on the west side, just south of Bay Parkway. The liquor store is immediately to the north and Bay Parkway is at the top of the aerial. It is a 9.3 acre site. About half of which is in the front is in the Town Center Redevelopment area, in the Ocean Commons sub-area of the Town Center Redevelopment area. The applicant is proposing a 100% affordable community, in which the applicant will construct 54 residential apartment units, all of which will be restricted for low and moderate income families. Of the 54 units, 10 will be one-bedroom, 30 will be two-bedroom and 14 will be 3-bedroom.

The photograph marked A-2 is a rendered plan. The applicant submitted a concept or site plan with the application package. This is just a color version of that. Route 9 is to your right, as you face it.

Township Attorney McGuckin discussed it is slightly different with the colors. Mr. Del Duca discussed he will mark it A-2, as the aerial is marked A-1. The architectural renderings will be marked A-3. The front half of the site is in the Redevelopment area. The buildings in which the apartments are located are located in the front of the site closest to Route 9. There are five buildings plus one building that is labeled as an office and clubhouse, which Mr. Speitel will provide additional detail on. This use is permitted in the Redevelopment Plan. This lot is a subsection of the Redevelopment Plan. This concept plan is noted on Mr. Worth's letter as consistent with the layout design requirements of the Redevelopment Plan. The applicant believes the architecture is consistent with the Redevelopment Plan.

Before the applicant can go to the Planning Board, the applicant has to go before the Redevelopment entity. Due to the site being in the Redevelopment area the purpose of this process tonight is to have the Township Committee consider whether what the applicant proposes is consistent with the Redevelopment Plan and the objectives of the Redevelopment Plan. The plan specifically allows a 100% affordable community that is financed through tax credits, which this is. The physical aspects of this plan are consistent with the requirements of the plan.

This is a tax credit applicant or tax credit community. That means this community will be constructed using tax credit financing that is administered by the New Jersey Housing and Mortgage Finance Agency (HMFA). There is an annual application that is due May 2, 2017. In order to file that application the applicant needs to have preliminary site plan approval for this proposed community. In order to get preliminary site plan approval, the applicant has to go to the Planning Board. Before the applicant can go to the Planning Board, the applicant has to get Redevelopment Entity approval. Timing is absolutely paramount for the applicant. Mr. Haley will now layout the building and highlights of the architectural features. Ed Speitel can give an overview of the plan.

James Haley discussed he is the project architect familiar with this site and the proposed buildings for this site and with the Redevelopment Plan, specifically with the architectural standards of the Redevelopment Plan.

Mr. Del Duca inquired with Mr. Haley if the applicant's proposal is architecturally consistent with the design objectives of the Redevelopment Plan and requested an overview.

Mr. Haley discussed everything that has been blown up to a 24x36, which was submitted as an 11x17 package. The conceptual rendering of a typical apartment building was shown. There are six buildings total. Five are 10 apartments and one has 4 apartments attached to the community building. The buildings are consistent with the Redevelopment Plan and Jersey Shore styling that is required, with very traditional detailing. The applicant has a cultured stone base, lap siding, gridded Energy Star Windows, square columns, metal railings for the vertical posts, architectural shingle, typical traditional trimming and detailing for the soft ends, the cornice and the rake boards.

Building Type A is not a whole lot different than Building Type B, both of which happens twice on site and then Building Type C once and Building Type D once. Sheet A1 of the package is Building Type A, 10 apartments on the ground floor. They are all ground floor flats. All accessible and/or handicap adaptable. The applicant far exceeds the state requirement for accessibility and adaptability on the project. The applicant has also provided entrances that are recessed, sloped walks or very gradual ramps, if necessary. All units far exceed the HMFA's requirements and requirements for square footage sizes.

The first floor has a two-bedroom flat anchored to a one-bedroom, another two-bedroom flat, another one-bedroom flat, and a two-bedroom flat on the end. The architecture is consistent on all elevations. There are side porches and front porches. Every unit has a private entrance and some private patio space for sitting in the outdoors. There is a large open kitchen, living, dining plan, fully accessible bathroom and the bedroom configurations are flagged front and back throughout the building design.

The second floor has a combination of step flats, as well as townhouses that are two-story units that start on the second floor and have a third floor master suite. The end units are three bedrooms, which are the largest units and are tied to two-bedroom flats. Mr. Haley points to more three bedrooms, two bedrooms and then another three bedroom and up above is a master suite. A three bedroom unit is three bedrooms, two baths. Two bedroom units are two bedrooms and one bath.

The third floor sits under so the look and feel, in proportion of the building, is more like a 2½ story type of architecture. That concludes Building Type A.

Building Type B and C are very similar to Building Type A, so Mr. Haley jumped to Building Type D. Building Type D is nearest to the entrance, sitting on the corner, which contains the large clubhouse, which is attached via a link to four apartments, again, townhouses over flats. The community center is entered by a corner covered porch that addresses the street with eyes on the street, an office space that also has eyes on the street so the manager can keep an eye on the comings and goings of the community, a large lobby, a large community room, an outdoor sitting area with a trellis, a large management suite, maintenance office, restrooms and a small social services office. The community room has a vaulted ceiling with open kitchen. The upper level floor plans are similar to Building Type A.

These buildings are built to Energy Star standards and will also be leed-certified, which is a certification program the Walters Group uses that takes the buildings above and beyond typical sustainability requirements. The buildings will have insulation values and Energy Star mechanical equipment, lighting, windows and appliances will all be Energy Star. There will also be a lot of indoor air quality measures, material selections and ventilation systems. The site design will have dropped columns and plantings, all leading to a whole list of sustainable designing materials undertaken by the Walters Group, which exceeds the typical standards by the state.

Amy Cieslewicz, Taylor Design Group, discussed the treatment looks a little different than in the application packet.

Mr. Haley discussed it is a similar building. Porches and balconies are shown in the front. The design has been revised. Covered porches are added.

Ms. Cieslewicz discussed there was also a stone course along the bottom.

Mr. Haley discussed the stone course is still there. There are shrubs in front of it.

Ms. Cieslewicz discussed the plan in the packet is what was reviewed.

Mr. Haley discussed the packet is exact to the buildings that are going to be built. A representative rendering is what is being presented tonight.

Township Attorney McGuckin inquired if there is a different number of two bedrooms and three bedrooms than what was originally presented. The reports say 18 three bedrooms and 26 two bedrooms.

Mr. Del Duca discussed it is 10 one bedrooms, 30 two bedrooms and 14 three bedrooms. Mr. Del Duca inquired with Mr. Haley if that has been changed or is that for the architectural plans only.

Mr. Haley discussed that is represented in the architectural plans.

Township Attorney McGuckin inquired if the 14 three bedrooms is the minimum requirement of the HMFA for affordable housing.

Joe Del Duca discussed the applicant needs to meet the Uniform Housing Affordability Controls (UHAC) requirements in order to meet the Township's COAH requirements. In order to get tax credit financing, the applicant has to meet the tax credit requirements, which are almost the same but require a few more three bedroom units. In the UHAC, the applicant has to have a minimum of 20% three bedrooms, a maximum of 20% one bedrooms and under the Low Income Housing Tax Credit (LIHTC), a couple more three bedrooms. The applicant has the minimum number of three bedrooms that is allowed and the maximum number of one bedrooms that is allowed. The three bedrooms are the hardest ones to rent. Everything else is two bedrooms. The numbers are kept to satisfy the Township's standards and qualify for the LIHTC.

Edward C. Speitel Sr., discussed rendering A-2. Route 9 is on the right of the exhibit. The rear of the site, where trees are shown, is in the environmental conservation zone. The applicant is proposing nothing in there except to slightly relocate the driveway. Right now the driveway curves across the site. The applicant is straightening out that driveway in that zone. The amount of impervious cover has to be equal to or less. That is all the applicant is doing in that zone is making that curve straight. Otherwise, the rest of the development is in the front part in the Redevelopment zone. There's an existing concrete driveway apron on Route 9. The applicant is going to tie into that driveway, come into the site and then enter into the parking areas in front of the site.

Mr. Speitel has done quite a few of these projects throughout South Jersey and has found a maximum, on any of the sites, has never been 1.8 parking spaces per unit. Realistically, somewhere in the neighborhood of 1.5 or 1.6 parking spaces is about the correct number. There is bus service on Route 9. That is a big plus to reduce parking. A site where Mr. Speitel got close to 1.8 was in Stafford Park where there is no public transportation. The Township can provide studies. The number is appropriate. The applicant is just slightly under 1.8 parking spaces per unit. All ground floor units have to be ADA accessible. The applicant is also required to have five units that are already handicap accessible. Right off the bat, the applicant has to have five parking spaces, one for each of those units, handicap with the striped space beside it. Plus the applicant has to distribute some other handicap parking throughout the site. The applicant is at the minimum needed to accommodate the additional units that need to be handicap and also provide for any changes, should someone come to the rental unit that is handicapped so that it can be adapted.

The clubhouse is in front of the unit and has visibility of who is coming and going from the site. The tenants can use the clubhouse facilities, basically during normal business hours. There is a gym in there with fob systems. Residents can come and go. Included in the back is a tot lot and swing set, which is all fenced for the younger children. There is a half basketball court for older children. A common trash area is used for all sites. Tenants bring their trash to a compactor area and their recyclables. There are two separate containers. There is a container for recyclables and a trash compactor. Tenants cannot compact the trash. It is keyed and compacted by the maintenance staff, who compact the trash a few times a day. Depending upon demand, one or two times a week, the completely enclosed trash container is taken to the landfill. The same thing with recycling, the whole container is taken out completely

enclosed and brought back empty, completely enclosed, no drippings, no leachate coming out of the bottom at all. The applicant will need a third bank, which is basically mostly used in the first several months, during the lease-up, when everybody comes with boxes and other things. It gives the opportunity to store the bulk waste and furniture, which is all contained in that location.

The sidewalk patterns brings people out to the rail trail along the entrance road. The site is connected to the rail trail with the sidewalks. Stormwater management is the large, light green area on the rendering. The stormwater basin is very shallow. That one basin services all of the development. There are infiltration pipes for some of the roof tops to infiltrate throughout the site. This will meet all the DEP and CAFRA standards for stormwater water quality, rate and volume control.

Mr. Speitel discussed water and sewer on the east side of Route 9 and pointed to Tractor Supply on the rendering. The liquor store is between. Tractor Supply is proposing to extend their water line across Route 9 and is also proposing to extend a sewer lateral across Route 9. Tractor Supply is proposing a lateral that is only 6 inches. The applicant needs it to be 8 inches. If Tractor Supply extends an 8 inch sewer line across and the 8 inch water line that they already intend to extend across Route 9, the applicant would be able to connect across the front of the liquor store and their property. There is an existing easement that is in the Township's name.

There is a 24 foot wide easement that runs along the front of these properties on the west side of the rail trail. The best solution for the applicant for water/sewer is to extend the water/sewer lines across the front of the liquor store and connect into the proposed interconnection with Tractor Supply. Going back to the site plan, at the entrance road, the applicant will run water/sewer north about 600 feet in that direction to service the property.

Landscaping and lighting will be on the site. Generally speaking, it is a standard site plan. Mr. Speitel discussed the three bedroom units. The applicant is asking for three stories. The third bedroom is up in an eave. The windows are on the sides. It really looks like a two story building. The windows are on the ends. There are two units where there is a dormer in the middle on two of the buildings. Other than that, all are tucked into the eaves. There is one three bedroom ground floor unit that is on the far west end. The three bedroom ground floor unit is required, in order to have ADA access to a three bedroom unit and meet ADA standards. All three bedroom units cannot be put on the third floor.

Deputy Mayor Collamer discussed the existing access that runs diagonally across the property serves a disposal company in the back. That truck traffic will be seen coming out. Deputy Mayor Collamer inquired if there is any plan for traffic control or traffic restriction entering Route 9 (ie. right turns only).

Mr. Speitel discussed the applicant is not proposing any and does not know if the Department of Transportation (D.O.T.) will put any further restrictions on that or not.

Deputy Mayor Collamer inquired if D.O.T. will come back with a plan on that.

Mr. Speitel discussed, yes.

Deputy Mayor Collamer inquired if the applicant cannot work out an arrangement with Tractor Supply, what is the alternative.

Mr. Speitel discussed the alternative is the applicant will have to jack both sewer and water. Most likely a pumping station will have to be installed on site for the sanitary sewer. There is a sewer manhole on

the other side near the old Sonic that could be hit. There is water running along that part of Route 9, in front of the old Sonic and then bends back through the neighborhood. There are facilities on the other side, it is just really difficult to get to them.

Deputy Mayor Collamer inquired if the applicant is prepared to go that route if necessary.

Mr. Speitel discussed, yes, there is no other option.

Jason Worth, T&M Associates, discussed he will assist and take a look at the utility comparison. Between both sites, Mr. Worth will see what works the best for everyone. Mr. Worth discussed the parking on site and how the redevelopment plan requires the site to be compliant, which is two spaces per unit. The applicant is providing 1.8 and provided testimony that the 1.8 is more than sufficient. If that is acceptable to the Redevelopment Committee, further testimony and support will be required.

Mr. Del Duca discussed having significant experience in developing these types of communities. Mr. Speitel touched on the generalities. The applicant has provided 1.8 parking spaces everywhere else. The demand is actually less than that.

Mr. Speitel discussed the biggest demand is 1.8. When there is public transportation, it drops.

Mr. Worth discussed it is based on availability of public transportation. The applicant will be looking at how close bus stops are in proximity to the site.

Mr. Speitel discussed there is a bus stop right in front of Tractor Supply. The applicant might be able to adjust that stop a little with NJ Transit. The number of people who cross the street to use the bus stop can be studied. Residents can take the trail to the bus stop. It is 600 feet.

Mr. Del Duca discussed the applicant will provide more detail to the Planning Board for the exceptions from the residential site standards. The developer's experience with these types of communities is that this is adequate parking. If the Township Committee would like more testimony, the applicant is prepared to provide additional testimony.

Mr. Worth requested the developer discuss linkages from the site to the rail trail. There is a sidewalk on the northern portion of the site and inquired if that is accommodated for bicycles in the final design.

Mr. Speitel discussed, yes. Right now it is just a four foot sidewalk that could be increased in size. The developer is working through bicycle issues in other communities. Bike racks do not work in front of the buildings. Bikes end up on porches. The developer is working to try and develop a place in the community where the bikes could be centrally located and keep them off the outdoor porches. Open air bike racks are not attractive.

Mr. Worth discussed the rendering shows the entrance way as a green island and inquired if it is proposed to be striped.

Mr. Speitel discussed it is going to be striped. It can be used as a raised island with shrubbery.

Mr. Worth discussed that would make it a little bit nicer and inquired considering the use behind the site and the vehicles that are going to be needing to get out, is that why it was left striped to allow larger vehicles to get in and out.

Mr. Speitel discussed the only turning radius is the inbound radius in this location. The developer could look at truncating that end of the island.

Mr. Worth discussed as the rail trail crosses the entrances, there is going to have to be a crosswalk. That would have to be accommodated. The stormwater management in the front parking lot looks like there are some forebays with outlet structures. The elevation of those, with a lot of water backup into the parking lot, in order for them to build up and get into those, is one comment that could be addressed later on.

Mr. Speitel discussed CAFRA is very intent on the low-impact measures. CAFRA wants the developer to put in a forebay, which is a small area that is landscaped with grasses to catch the sediment that is in the runoff or sand from when it snows, that goes into the forebay. In order to make everything work, the forebay is about a foot deep in height and fills up about 6 inches and then goes into the basin. The parking lot is about 6 inches higher. There is really very little elevation difference between the parking lot and the overflows out of the forebays. There is the potential during a heavy downpour, that there might be a little water in the parking lot before it gets out of the forebay. That can be looked at in detail.

Mr. Worth discussed, moving forward, that will have to be looked at a little further, given the nature of the community. It is right out in front of these buildings. It may be appropriate to try something different, if need be.

Ms. Cieslewicz, Taylor Design Group, inquired about the lighting.

Mr. Speitel discussed the lighting is a gooseneck design with a nautical flair. It is very similar lighting used in Barnegat and further south. The applicant tried to maintain a half-foot candle minimum in all the parking lots and sidewalks. There will be some building-mounted lights on the fronts of the building. The thought process is to use the parking lot lights for the purpose of making the sidewalks and parking lot illuminated.

Ms. Cieslewicz inquired if there will be any lighting for the recreation outdoor facilities, the tot lot and basketball court.

Mr. Speitel discussed the tot lot and basketball court are absolutely not lit. There is lighting for the trash compactor. The outdoor recreation is purely a daytime activity.

Ms. Cieslewicz inquired about the screening of the backs of the buildings from each other and the rail trail and the landscaping.

Mr. Speitel discussed the landscape architect is not here tonight. The applicant is not concerned about screening from the trail as it is from Route 9. There is a significant distance there. It is 50 feet across the rail trail and another 20 feet minimum to the back of that building. That is 70 feet from Route 9. It is a decent distance to cut down sound. Trees and shrubbery has been added but the applicant did not go crazy with landscaping in the back.

Ms. Cieslewicz inquired if there would be fencing because there is a deck from some of the units.

Mr. Speitel discussed there are small decks off the back of some of the units. The end units have side decks. The middle units have decks on the back. All the decks are included inside the 20 foot setback.

Fencing was discussed but the applicant has not come to a final conclusion. The applicant is not sure if they want to separate the buildings from the trail or from the liquor store. The applicant is also not sure if the access drive to Clayton should be fenced and landscaped. With the right landscaping combination, it could be done without fencing.

Ms. Cieslewicz suggested an ornamental fence instead of a big privacy fence, to keep a separation and inquired if shade trees could landscape along the liquor store to create a more residential feeling.

Mr. Speitel discussed yes, there is at least 10 feet of the applicant's property between the edge of pavement and the liquor store property. There is an opportunity there to make it more like a streetscape.

Ms. Cieslewicz discussed foundation plantings can be touched on in detail at the next level.

Township Attorney McGuckin discussed lighting in the Redevelopment zone requires a particular type of light.

Mr. Worth discussed lighting in the Redevelopment zone is ornamental.

Ms. Cieslewicz discussed the applicant does comply with the lighting. Usually it is just the acorn style lighting but in this section is also a fixture.

Mr. Worth discussed there is a second fixture.

Ms. Cieslewicz inquired if there is testimony on site amenities, such as benches or postal boxes.

Mr. Speitel discussed there are some benches. Picnic tables and grills will be around the clubhouse. Inside the tot lot will be benches and trashcans. The applicant is not thrilled with bike racks. It will be better to put bikes in a central location and keep them off the decks.

Ms. Cieslewicz inquired if benches are part of the rail trail.

Mr. Speitel discussed the applicant has not put them along the trail.

Deputy Mayor Collamer inquired if there will be staff on site 24 hours a day.

Joe Del Duca discussed, yes. Generally, in Mr. Del Duca's other sites, there is someone there 24 hours a day, 7 days a week. On this site, if someone is not there 24 hours a day, 7 days a week, there is enough staff available, so that there is coverage at the community. There may or may not be someone there at the site 24 hours a day, 7 days a week, due to the cost to maintain. The agency will let the applicant share a little bit. There is someone on staff during business hours at all times, in addition to the maintenance people. Maintenance people are there during business hours. If there is a problem, someone will be there immediately.

Deputy Mayor Collamer inquired if the residents have a means to reach out and contact someone.

Mr. Del Duca discussed, yes. There are phone numbers, texts and email. It is easy to reach someone and they will immediately respond. It is at least 50/50 that someone will be there on site off business hours. A decision on that will be made before the application goes to the Planning Board.

Deputy Mayor Collamer inquired if the tenant rules and regulations could include prohibiting bike storage on balconies.

Mr. Del Duca discussed, yes, it could be put in the lease. It is not currently in the lease. There will be some bike racks on the site. The bike storage area is not the easiest way to get your bike. Tenants will absolutely not be allowed to put their bikes on the decks. People will still do it once in a while. The management is very strict.

Ms. Cieslewicz inquired if any of the units attached to the clubhouse are for the caretaker or are they just additional low-moderate housing.

Mr. Del Duca discussed they are just extra units. It hasn't been decided where the superintendent's unit will be. It would make sense to have it there. There will definitely be family units there. Some people like to be next to the amenities. If this was a bigger space with more units, the developer would try to make the clubhouse stand-alone. In order to get the number of units needed for the plan, this is the best the applicant can do.

Ms. Cieslewicz inquired if there is any conflict.

Mr. Del Duca discussed no, it is not a problem at all. The folks who live there get to choose.

Mr. Speitel discussed in Lacey Township, there is the first floor, with a second floor unit above it. This is a free-standing, attached building. There have been residential units above the clubhouse at other sites. It was discussed putting a unit above in the rafters, but that was not done in this case. Next to the clubhouse is 1 one-bedroom, 2 two-bedrooms and 1 three-bedroom. All one-bedrooms are on the ground floor.

Motion to open Public Comment was moved by Deputy Mayor Collamer, seconded by Mayor Wetter.

Roll Call: Collamer: Yes, Wetter: Yes

No comment from the public.

Motion to close Public Comment was moved by Deputy Mayor Collamer, seconded by Mayor Wetter.

Roll Call: Collamer: Yes, Wetter: Yes

Motion to grant Redevelopment Plan Approval to Waretown Family Apartments-Walter's Group Block 41, Lot 42.01, and refer the applicant to the Planning Board for site plan approval was moved by Deputy Mayor Collamer, seconded by Mayor Wetter.

Roll Call: Collamer: Yes, Wetter: Yes

Adjournment

Motion to adjourn meeting was moved by Deputy Mayor Collamer, seconded by Mayor Wetter.
Roll Call: Collamer: Yes, Wetter: Yes

Signed and Submitted:

Diane B. Ambrosio, RMC
Municipal Clerk

Date